



Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE PLEASURE OF MOTORING
is accentuated
By wearing MOTOR GLASSES.
Protect the eyes from wind and dust.
Supplied by
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.

No. 19,418. 號八十四百九千一第 日二十月七年申庚 HONGKONG, WEDNESDAY, AUGUST 26th, 1926. 三拜禮 號五廿月八年九國民華中 Price \$3 PER MONTH.

ALLSOPP'S

BRITISH PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS,
CAIDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL.
Tel. No. 76.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of **ELY'S SPORTING CARTRIDGES**, 12, 16, and 20 bore, loaded with the Sportsman's favourite powder—E. C. and SMOKELESS DIAMOND.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Arcade.

A LING & CO.

15, QUEEN'S ROAD CENTRAL, HONGKONG.

FURNITURE AND PHOTO GOODS
Glass, Engraving, Silver, Brass and Metalware.
CLASSICAL MARBLE IN VARIOUS SIZES.
Photographic Goods of Every Description in Stock.
DEVELOPING, PRINTING and ENLARGING.
UNDERSTANDING.
TELEPHONE 1519.

FRENCH LESSONS

G. MOUSSON.
14, MARINE BUILDING ROAD.

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE

Line	From	To	Time
Peak to Victoria	Peak	Victoria	7:00 a.m., 8:00 a.m., 12:00 noon, 5:00 p.m.
	Victoria	Peak	7:30 a.m., 8:30 a.m., 12:30 noon, 5:30 p.m.
	Peak	Victoria	7:00 a.m., 8:00 a.m., 12:00 noon, 5:00 p.m.
	Victoria	Peak	7:30 a.m., 8:30 a.m., 12:30 noon, 5:30 p.m.
Peak to Mid-Levels	Peak	Mid-Levels	7:00 a.m., 8:00 a.m., 12:00 noon, 5:00 p.m.
	Mid-Levels	Peak	7:30 a.m., 8:30 a.m., 12:30 noon, 5:30 p.m.
	Peak	Mid-Levels	7:00 a.m., 8:00 a.m., 12:00 noon, 5:00 p.m.
	Mid-Levels	Peak	7:30 a.m., 8:30 a.m., 12:30 noon, 5:30 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, but already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE

On and after **THURSDAY, April 22nd, 1926**, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1 Local	No. 2 Through Express	No. 3 Through Express	No. 4 Through Express	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express	No. 17 Local	No. 18 Through Express	No. 19 Local	No. 20 Through Express	No. 21 Local	No. 22 Through Express	No. 23 Local	No. 24 Through Express	No. 25 Local	No. 26 Through Express	No. 27 Local	No. 28 Through Express	No. 29 Local	No. 30 Through Express	No. 31 Local	No. 32 Through Express	No. 33 Local	No. 34 Through Express	No. 35 Local	No. 36 Through Express	No. 37 Local	No. 38 Through Express	No. 39 Local	No. 40 Through Express	No. 41 Local	No. 42 Through Express	No. 43 Local	No. 44 Through Express	No. 45 Local	No. 46 Through Express	No. 47 Local	No. 48 Through Express	No. 49 Local	No. 50 Through Express	No. 51 Local	No. 52 Through Express	No. 53 Local	No. 54 Through Express	No. 55 Local	No. 56 Through Express	No. 57 Local	No. 58 Through Express	No. 59 Local	No. 60 Through Express	No. 61 Local	No. 62 Through Express	No. 63 Local	No. 64 Through Express	No. 65 Local	No. 66 Through Express	No. 67 Local	No. 68 Through Express	No. 69 Local	No. 70 Through Express	No. 71 Local	No. 72 Through Express	No. 73 Local	No. 74 Through Express	No. 75 Local	No. 76 Through Express	No. 77 Local	No. 78 Through Express	No. 79 Local	No. 80 Through Express	No. 81 Local	No. 82 Through Express	No. 83 Local	No. 84 Through Express	No. 85 Local	No. 86 Through Express	No. 87 Local	No. 88 Through Express	No. 89 Local	No. 90 Through Express	No. 91 Local	No. 92 Through Express	No. 93 Local	No. 94 Through Express	No. 95 Local	No. 96 Through Express	No. 97 Local	No. 98 Through Express	No. 99 Local	No. 100 Through Express																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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since the Japanese immigrant question in California is at a deadlock."

CABLES

LATEST CABLES.
(RECEIVED BY THE PRESS.)

THE POLISH SITUATION.

PARIS, August 20th.

A Havas message says:—

Every report arriving from Poland makes it clear that the Poles have won an overwhelming victory, and that the Russian armies are on the brink of disaster.

The New York Herald (Paris Edition) writes: "Today it is becoming evident that the Polish victory is the work of France. General Weygand, Marshal Foch's Chief of Staff, is in supreme command actually, if not officially, and it is reported on good authority that the plan of battle was prepared by Marshal Foch himself. Marshal Foch, the President of Poland, who is ostensibly in command of the Polish armies, is actually leading a force in the field under the orders of France. The western wing and the centre of the Polish armies are under the direct command of the French Generals Henrys and Billotte, and nearly a thousand French officers are in the field while French non-commissioned officers are now in charge of artillery units and tanks."

NEW GERMAN AMBASSADOR.

APPROVAL OF FRENCH GOVERNMENT.

PARIS, August 23rd.

The French Government has approved the appointment of Herr Mayer as German Ambassador.

PETROLEUM COMBINE.

NEW COMPANY UNDER CANADIAN LAW.

NEW YORK, August 23rd.

It is officially announced that a merger has been completed between the International Petroleum Company and the Tropical Oil Corporation. The deal involves \$100,000,000. A new International Petroleum Company, in connection with the merger, will be organized under the laws of Canada.

NEW FRENCH LOAN.

AIMING AT CONSOLIDATION.

LONDON, August 23rd.

The Times understands that the French Government will issue a loan in October bearing 6 per cent. interest and exempt from present and future taxes. Several existing issues of French war securities will be admitted in payment of subscription at the price of their issue or more.

NO LUXURIES.

NEW NORWEGIAN DECREE.

CHRISTIANIA, August 23rd.

The importation of luxury articles, as for example motor-cars, pearls, diamonds, lace, pianos and phonographs, has been forbidden.

SUGAR PROBLEM.

AMERICAN SPECULATORS BADLY HIT.

LONDON, August 23rd.

American sugar speculators are having a bad time. Their predictions that prohibition will lead to increased consumption of soft drinks and sweets have utterly failed to materialise, and housewives are economising to the utmost. Moreover, a great sugar-beet crop will shortly be available when it is expected that prices will fall nearly to the pre-war level.

PRESIDENT WILSON.

SATISFACTORY PROGRESS.

TOWARDS RECOVERY.

LONDON, August 23rd.

Washington telegrams show that President Wilson has completely recovered from his illness, except for a slight lameness. He works as usual and takes his daily ride.

ARTIST'S SUDDEN DEATH.

NEW YORK, August 23rd.

Samuel Roosevelt, the artist, and cousin of ex-President Roosevelt, dropped dead in the Knickerbocker Club.

EARLIER CABLES.

SITUATION IN MESOPOTAMIA.

ENGLISHWOMAN CAPTURED BY ARABS.

LONDON, August 21st.

The Civil Commissioner at Baghdad telegraphs that Sir George Buchanan's wife has been captured by the Arabs, but is reported safe and well-treated. There is no news of her child who, it is believed, was accompanying her.

GENERAL WRANGEL'S SUCCESS.

BOLSHEVIK OPERATIONS BREAK DOWN.

CONSTANTINOPLE, August 21st.

The Bolshevik operations on the right bank of the Danube have broken down. The Reds crossed the river and advanced on Perekop with the object of surrounding General Wrangel's right. General Wrangel, counter-attacking, recaptured Alevis and threw back the enemy across the river. The Reds evacuated Kekhoyka, leaving much booty.

THE KATTOWITZ DISORDER.

GERMAN GOVERNMENT'S PROTEST.

BERLIN, August 21st.

The Government is preparing a Note protesting against the Allies' suspicions that the Government was involved in the Kattowitz disorders and demanding the Inter-Allied Commission in Upper Silesia strictly to carry out the task confided them by the Peace Treaty, showing no partiality towards the Poles.

BEDOUINS ATTACK A TRAIN.

PASSENGERS ROBBED AND MALTREATED.

CAIRO, August 21st.

A telegram from Haifa says that the Bedouins attacked a train from Damascus, killing a French officer and a Damascus notable, and maltreating and robbing the passengers.

IRISH OUTRAGE.

COAST GUARD STATION BURNED DOWN.

LONDON, August 21st.

Armed and masked men burned down the Brown Head Coastguard Station in Ireland at midnight and took off all the stores.

THE OLYMPIC GAMES.

FURTHER RESULTS.

ANTWERP, August 21st.

In the Olympic Games, the finals of the Hop, Step and Jump Competition was won by Tuulos (Finland) by 14 metres, 50 centimetres; Jansson and Almqvist (Sweden) were second and third respectively.

ITALY WINS 3,000 METRES WALK.

LONDON, August 21st.

The 3,000 Metres Walk final was won by Frigerio (Italy). Parker (Australia), Bomer (America) and McMaster (South Africa) were second, third and fourth respectively. The winner's time was 13mins. 14.1-secs.

AMERICA WINS RELAY RACE.

ANTWERP, August 21st.

In the Olympic Games, the final of the 400-Metres Relay Race was won by America, the time being 42.1-5 seconds, which is a record. England was fourth.

COURTSHIP RUMOUR DENIED.

ANTWERP, August 21st.

Reuter's special correspondent is informed that there is no truth in the report that future meetings will be confined purely to athletic sports. The Olympic Games Council discussed certain possibilities, but there was no attempt to bring the matter to a vote, and there is no fear of actual steps being taken in the matter of altering the programme before the Council meets at Lausanne.

PROGRAMME TO BE REDUCED.

LONDON, August 21st.

A telegram from Antwerp states that the Olympic Games Board has decided to reduce the programme of games to purely athletic sports, for example, running, jumping, swimming, wrestling, and boxing. Other games may be held simultaneously, but will not be considered as Olympic contests. The exact programme will be settled at the Lausanne meeting to be held in June, 1921, when the place for the 1924 games, probably Rome or Paris, will be selected.

FAR EASTERN CABLE NEWS.

NO COTTON MISSION TO FAR EAST.

LONDON, August 21st.

The Manchester Chamber of Commerce Sub-Committee has decided to recommend the postponement of the proposed Cotton Mission to Far Eastern markets until 1921, when it is hoped that difficulties in connection with the arrangements will be surmounted.

NEW JAPANESE LINE.

LONDON, August 21st.

The Osaka Shosen Kaisha has opened a regular service from Hamburg and Rotterdam to the Dutch East Indies.

NEW GLEN LINER.

LONDON, August 21st.

Messrs. Harland & Wolff have delivered a liner for the Glen Line which is a 9,500 gross tonnage steamer and will be employed in the Eastern trade.

PORTLAND MARU RE-LOADED.

LONDON, August 21st.

Lloyd's Aden correspondent says the Portland Maru, from Kobe, which was previously reported as having gone ashore was re-loaded and arrived there apparently undamaged. The steamer proceeded to London.

DEARER LOCAL MILK.

A CASE FOR ENQUIRY.

[CONTRIBUTED.]

One of our local assets is a good milk supply. For many years we have been paying dearly for our milk, but we knew that it was pure and wholesome. Although the charges seemed high, we accepted them. We knew also that if we had any money "Dairy Farms" were a good speculation.

Milk and ice are not luxuries in this climate; they are necessities. We pay very dearly for both. The same company holds what is practically a monopoly of these two essential commodities. It seems almost time that the Government made some sort of an enquiry on behalf of the community into the affairs of two or three of these local companies.

Apparently the Dairy Farm is experiencing the "rainy day." For many years there was sunshine, tropical sunshine. The shares increased greatly in value. The ordinary family man in the Colony who is unable to make easy money by acquiring "inside knowledge" does not accumulate data on such subjects. He hears of Directors who retire with fortunes. He listens to stories of Directors' friends who bought shares at one price and later sold out at a great profit. And in the end he knows that a great deal of this money is "unearned increment." Finally, the price of this or that commodity is increased and he, the family man, pays the tax on the other fellow's "unearned increment."

There are two local companies, especially, which make the consumer pay more than he thinks he ought to pay. They are (1) the Dairy Farm; (2) the Hongkong Electric Co.

It would be of interest if comparative figures concerning these Companies could be published. These should include tables showing the values of the shares for, say, every three years since they were formed. Also tables showing the price of milk, ice and electricity in Hongkong, Shanghai, Singapore and cities in Europe and America.

This additional charge of 25 per cent. increase on the cost of milk may be caused by the unfortunate disaster affecting the cows of the Dairy Farm. But if that is the case there should have been a reserve fund ready to meet such an emergency. While there was tropical sunshine there was any amount of hay made, some should have been stored up for the rainy day. Was that done?

What is the arrangement as to the rent paid by the Dairy Farm Co. to the Government for the land? Has the Government given official sanction for this increase in the cost of milk?

This matter affects the children. It is extremely hard on a family man to make provision for passages, education, clothes, etc., for children in the Colony. The climate affects their health. Under this new arrangement it is inevitable that they will either have to take less milk or that there will be a big increase in the family budget.

All over the world there is a spread of Bolsheviki ideas which is to be deplored. But the experience of the man whose income is derived from a fixed wage or salary in this Colony is so unfortunate that those earning prices make him wonder whether the old system is really just. It surely must be amended.

Let us have a definite and open enquiry by the Government at once into the affairs of the two local Companies. They seem to have either Government support or something like a monopoly of commodities essential for good health. We must have milk, ice and fans. It appears as if we must also pay the "unearned increment" for people who control the Companies supplying these necessities.

PRINCEPATIL.

ADMISSION OF DYING DEPOSITIONS.

INTERESTING LEGAL ARGUMENT IN MURDER TRIAL.

GIVING PRISONER AN OPPORTUNITY FOR CROSS-EXAMINATION.

At the Supreme Court, yesterday, prior to resuming the case of murder of a travelling trader, Mr. F. O. Jenkin (instructed by Mr. F. E. Nash) addressed his Lordship (Mr. Justice Gompertz) on the admissibility of the dying deposition. He raised the point that prisoner was not given sufficient notice that such was to be taken to enable him to engage either a solicitor or Counsel for the purpose of cross-examination.

Mr. Jenkin stated that the point was a very short one and arose by reason of the proviso under Section 38 of the Evidence Ordinance of 1889. The proviso was to the effect that the dying deposition might be adduced in evidence provided it was proved to the satisfaction of the Court that reasonable notice of the intention to take such deposition had been served on the prisoner, and that such counsel whom the prisoner might have chosen be presented a full opportunity of cross-examining the person who might make the deposition. His contention was that this deposition was not admissible on two grounds under this particular proviso, in that it had not been proved that reasonable notice was given to the prisoner or that he had a full opportunity of cross-examining. This did not imply on the Police officer or anybody concerned in the proceeding anything disparaging, but it was merely a proper objection to take on the facts as they presented themselves. The facts were shortly these. At 11 o'clock on the morning of the 2nd July the prisoner was served with a notice outside the ward of the Government Civil Hospital by Inspector Murphy. The notice was expressed by Constable Wang, who was called as a witness on Monday, and the statement of the deceased was immediately taken before the prisoner, and the prisoner was forthwith asked to cross-examine him if he wished to. The notice and the deposition therefore were a connected transaction.

It appeared clear from a very recent case, heard at Home, that the proviso concerning notice was for the benefit of the accused, and unless its terms were strictly complied with the evidence was inadmissible. One hardly wanted any authority on that point, because the proviso must have that effect, but if such authority were necessary it could be found in the case of "The Queen v. Quigley." In that case, it was laid down, although not in express terms, that notice must be given in writing. That was common ground. It must not only be notice, but reasonable notice. The word "reasonable" did not mean "reasonable" from the point of view of the Crown but from that of the prisoner, or whose behalf, and for whose benefit, the proviso, which contained the word, had been enacted. It must be "reasonable" in the sense that it gave him an opportunity, not given always, to cross-examine. It was not always a very easy duty, even for a practiced cross-examiner, without knowledge of the charge that was going to be made. If the man was taken immediately after the offence to the presence of the person accusing him, it could not be said that "reasonable notice" had been given. Mr. Justice Avey, who had been a great criminal practitioner, in a recent case at Home took the point that, taking into consideration all the circumstances, the prisoner ought to have had full opportunity of cross-examination and he regretted that such opportunity was not given.

In the case of "The King v. Harris" a woman was charged with murder, having been alleged, performed an illegal operation on a woman named Ganey. The woman was arrested on Friday, August 13th, and verbal notice was given that the evidence of Mrs. Ganey would possibly be taken in hospital. No time as mentioned the evidence was to be taken was mentioned, nor other notice given to the prisoner. At 6 p.m. on Saturday prisoner was apprised that deposition would be taken at the Kingston Infirmary. Thus, verbal notice only was given on Friday.

On Saturday she was taken to the Infirmary. From an attempt was made to put in the deposition under both Rules (Gurney's Act and under Section 22 of the Evidence Ordinance. Section 22 provided for the introduction of a deposition by a Magistrate in charge of the case. Section 33 provided for depositions by Magistrates not in the case. The examination was made in the presence of prisoner, who, however, was not given an opportunity of engaging counsel or solicitor to fully cross-examine. Notice under section 33 was necessary, and the prisoner should have an opportunity of cross-examining. In that particular case having given only verbal notice, that of course could not be under section 33, because of the case of "Rex v. Storer."

Mr. Theissen for the prisoner took the point that full opportunity must mean more than an opportunity and it was not enough to show that prisoner was formally asked if he had any questions to put to witnesses. Mr. Justice Avey on the question of full opportunity, stated that apparently at 6 p.m. on Saturday the prisoner was apprised that the deposition was going to be taken at the Kingston Infirmary. No opportunity was given her of securing the services of a Solicitor or Counsel. There was only an hour before she was taken to the Infirmary, and he, therefore, rejected the deposition and stated that it was not admissible in evidence against the prisoner. He regretted that those responsible did not take sufficient notice to make the deposition admissible. All that was required was to serve a written notice on prisoner. If that notice were served it means reasonable notice, and giving full opportunity to the prisoner, and the knowledge of the charge against him would be given. That was a full opportunity, the present case, and the Crown

could not urge the introduction of that deposition. What the Crown ought to have done, if they found that the man was going to die, and there was no opportunity to give notice, was to have made it a dying declaration, instead of a dying deposition. It was the misfortune of the Crown and one which could not be visited on the prisoner. It was a charge of murder; the man was on trial for his life, and therefore, it followed that because of the misjudgment of the Crown as to whether or no the man was going to die, the deposition, which was taken, without giving prisoner full opportunity, could not be used as evidence. They had, in fact, ample time in which to have given prisoner notice and full opportunity of cross-examination. The notice itself was most important. The proviso stated that the prisoner, who, he believed, was handcuffed at the time and was standing outside the ward door, that he might attend and might cross-examine either by himself or by counsel or by solicitor. That was perfectly unobjectionable to the man who, a moment later, was taken before the deceased while the deposition was being taken. He submitted that the deposition was not admissible on the ground that no reasonable notice was given, nor full opportunity for cross-examination.

The third ground was that of caption. There was no caption to show under what charge the deposition was being taken. They might search the formal part of the deposition, and search the caption for any statement as to what charge, if any, had been preferred or of what offence, if any, had been committed by prisoner or anybody, and not find it. Prisoner had not been apprised by the Police as to what charge he was to answer. It was not even said that he was to be on trial for stabbing that man. He was only given a notice, but no opportunity for cross-examination. Mr. Jenkin referred to the case of "Rex v. Newton" in which no particular charge was made, although a deposition had been taken, and the Judge over-ruled introduction of the deposition as evidence.

His Lordship, in case of "Rex v. Harris" the learned Judge says in his judgment: "I regret those responsible did not take proper steps to make the declaration admissible. All that was required was to give notice. I do not quite follow that."

Mr. Jenkin replied that in the preceding part of the judgment the Judge said that verbal notice was given. The Judge, however, went further and meant that written notice should have been given on the Friday and that, before the deposition was taken, prisoner should have been apprised of the exact nature of the proceedings against him so as to give him full opportunity of cross-examining.

His Lordship: All he got was one hour's notice, instead of twenty-four.

Mr. Jenkin submitted that on the grounds raised the deposition should not be admitted as evidence.

The Attorney-General submitted that the test suggested by Mr. Jenkin in consideration of the word "reasonable" was wrong. Mr. Jenkin said it must be reasonable from the point of view of the prisoner, but he (the Attorney-General) said that it must be reasonable under all the circumstances of the case. Mr. Jenkin's interpretation was that, however, unreasonable it might be from the point of view of the injured man or the Crown, it did not matter. It would clearly not be reasonable if the time given to the man was insufficient for him to reach the place without undue exertion. It might be unreasonable if there was no urgency and prisoner asked time to obtain legal assistance and it was refused. As was well-known, cases had frequently occurred when the injured man died while being taken to hospital or was on the point of death, and the only chance to get from him information about the crime was to take the deposition at once. He submitted that because of such urgency, it was reasonable that the deposition should be taken immediately. It was irrelevant to say that prisoner had no time to obtain legal assistance, because he had time to get to the place where the deposition was to be taken. He did not even have legal assistance at the Magistrate's trial.

His Lordship wished to know if prisoner had not been assigned a solicitor.

The Attorney-General replied that counsel was assigned to him only at his trial. It was clear, therefore, that he had time to get legal assistance and did not do so. There was no mention in the section at all of any delay to enable prisoner to obtain legal assistance.

His Lordship said that if prisoner wanted an hour's time to get legal assistance it would be wrong if it were not granted.

The Attorney-General, referring to the case of "Rex v. Harris" submitted that Mr. Justice Avey appeared to have overlooked the fact that both Acts mentioned full opportunity. It was obvious that the learned Judge thought of written notice as giving full opportunity. All that he said was required was to serve a notice in writing. But that was not correct. The notice in writing on Friday would have been more correct. A written notice was necessary, but no written notice had been given; so that there was no necessity for the court to discuss the question of full opportunity.

Mr. Kemp went on to read an article in the Justice of the Peace newspaper, but Mr. Jenkin objected, saying that the article might have been written by Mr. Kemp. It was not signed and might be an article by any person.

His Lordship wished to know if prisoner had been charged before the deposition was taken and received a reply in the negative. The Attorney-General stated that they could not very well formulate a charge, not knowing whether or no the man was going to die.

His Lordship said that, apart from the statutory powers, should the man not have been charged with stabbing? He thought the man ought to have been charged. If the man had a solicitor who went to the Captain Superintendent of Police and asked on what charge his man was being held, what would be the answer? On a charge of stabbing.

(Continued at foot of next column.)

MACAO-SHANGHAI FLIGHT.

MR. RICOUB'S ARRIVAL AT SHANGHAI.

PRELIMINARY TO HANKOW MAIL SERVICE.

The N. C. Daily News of the 19th inst. reports:—

M. C. W. Ricou, the French aviator, who has been largely instrumental in the development of aviation in the south, completed his journey, by hydroplane to the outskirts of Shanghai on Tuesday evening, although he did not actually reach the Huangpu until yesterday morning.

He travelled in the hydroplane A16, a powerful machine fitted with two Liberty motors of 350 h.p. each, the wings of his plane having a spread of 200 feet. He was accompanied by a second pilot and two mechanics to whom, in conversation with a representative of the N. C. Daily News, last evening, he paid a special tribute for their excellent work during the flight.

A start was made from Macao at 6 o'clock on Sunday morning, and after 12 hours had been passed a bee-line was made for Poochow, where, after replenishing the petrol tanks, it was hoped to complete the journey to Shanghai in the afternoon. A hazy atmosphere compelled the aviators to travel at a low altitude, but they had no difficulty in making Poochow up to time, landing there about noon.

INCIDENTS ON THE JOURNEY.

There a series of minor troubles began which upset the programme as far as the time-table was concerned. The Customs officials, particularly Captain Stover, rendered every assistance, but it was found impossible to get the necessary supply of petrol until late in the afternoon, and as Shanghai could not then be reached before darkness had fallen, the departure was postponed. Restarting on Monday morning, the fine weather of the previous day had given place to a strong N.E. wind, and rain, but in spite of this the machine, flying at an altitude of 2000 ft., made good way. Engine trouble necessitated another landing, near the Chongchuan Islands, and afterwards it was thought advisable to head for Ningpo, the machine coming down at the mouth of the river near Chinghai. Further delay here in consequence of difficulty in obtaining petrol and more engine trouble whilst the machine was crossing Hangchow Bay, occupied Monday night and part of Tuesday, the result being that the A16 did not arrive at Wusung until 7 o'clock on Tuesday evening.

The aviator had no difficulty in locating the river, but when the machine came to their moorings at the Pailin until early yesterday morning. They anchored at Wusung and spent a comfortable night on board. The machine is now docked at the Nicolas Tau yard, Nantao.

The purpose of the trip, our representative was informed, was to survey the route with a view to organizing a regular service. Naturally, in the absence of any kind of organization at all, delays occurred, but Mr. Ricou, who is a French aviator, convinced that when the necessary arrangements had been made, the journey between Hongkong and Shanghai can easily be completed within the day. It is proposed to demonstrate this with four more machines of the same type which will shortly make the journey from Macao in pairs. The course was easily kept. Mr. Ricou added, and he and his pilot had no difficulty in finding their landing place at the mouth of the Yangtze.

THE HANKOW SERVICE.

In the course of further conversation, Mr. Ricou stated that he intends immediately to begin on the organization of a hydroplane service between Shanghai and Hankow. He is proceeding up river in connection with the organization of this service, and will then return to Macao to superintend the dispatch of seven machines to Shanghai, three of large type and four of slightly smaller dimensions. They will all be capable of carrying passengers with mails and parcels. Four stations, including Shanghai and Hankow, and machines are to leave each port daily in the early morning. Thus, if all will no doubt be the case, the service works according to plan, it will be possible to deliver here an evening mail of letters posted in the morning at Hankow, and vice versa. If this feature of the service is successfully organized, it should prove of great value to business people. It is expected that arrangements will be completed to enable a trial trip to be made in a month's time. The responsible company is of French origin, but the capital has been variously subscribed.

The Attorney-General said that they had to see whether the man would die; there was no reference to requirement of any caption under the law.

Mr. Jenkin, replying, said in answer to the Attorney-General's statement on "reasonable notice" that the proviso in that section clearly indicated that it was in order to protect the prisoner against whom the dying deposition was being taken. If the death of the person making the deposition was imminent and no proper notice could be given or opportunity for full cross-examination, the Crown could take that evidence in an entirely different way. It could be taken as a dying declaration, although that would be the misfortune of the Crown as the evidence would be weak and could be denied, and would not have the same weight as a dying deposition. As to the second point raised by Mr. Justice Avey, overlooking the fact of full cross-examination, he did not think that such learned criminal lawyers as Mr. Justice Avey and Sir Ernest Wild, who appeared for the prisoner, would overlook the fact that prisoner must have full opportunity of cross-examination. The Act stated that the Crown must apprise prisoner of two things—reasonable notice and full opportunity for cross-examination. As to the question of the person making the deposition, prisoner should be told what the charge against him was going to be.

His Lordship: What was the evidence? He did not think that it was necessary to do it to admit the evidence and if it was necessary to reserve the point for the consideration of the Full Court.

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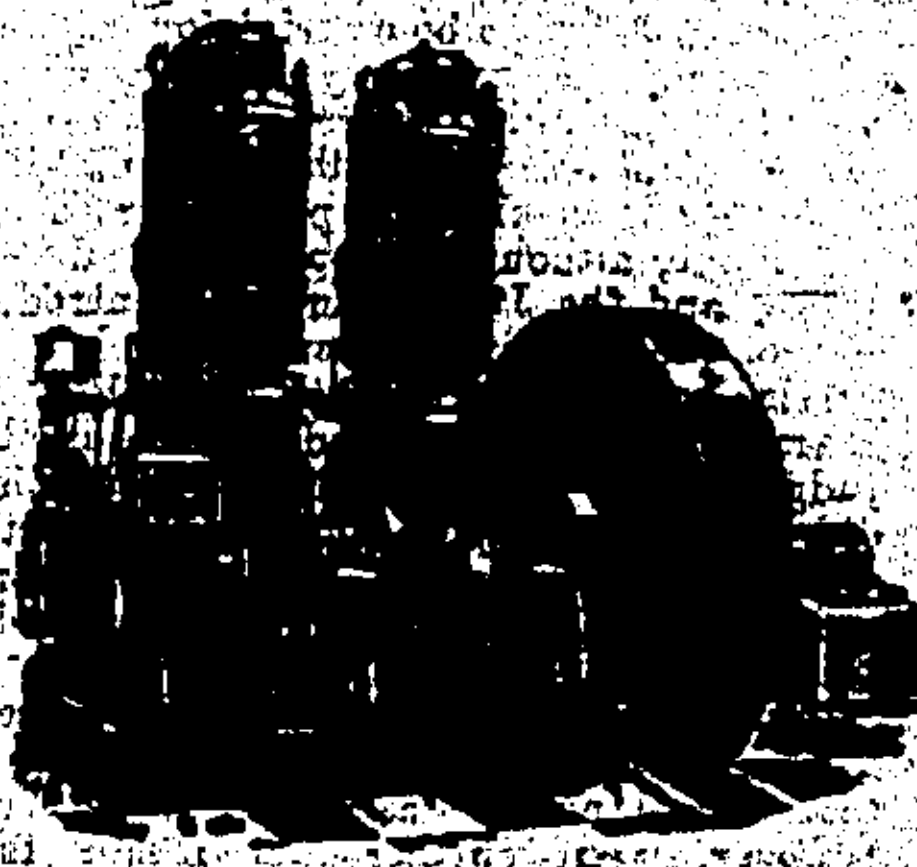
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Day of Week	Day of Month	HIGH WATER		LOW WATER	
		Time	Height	Time	Height
Wed	25	6:14	3.3	1:25	1.2
Thur	26	6:51	3.8	0:55	1.3
Fri	27	7:23	4.2	0:22	1.4
Sat	28	7:51	4.5	0:00	1.5
Sun	29	8:14	4.7	0:11	1.6
Mon	30	8:41	4.9	0:22	1.7
Tue	31	9:04	5.0	0:33	1.8



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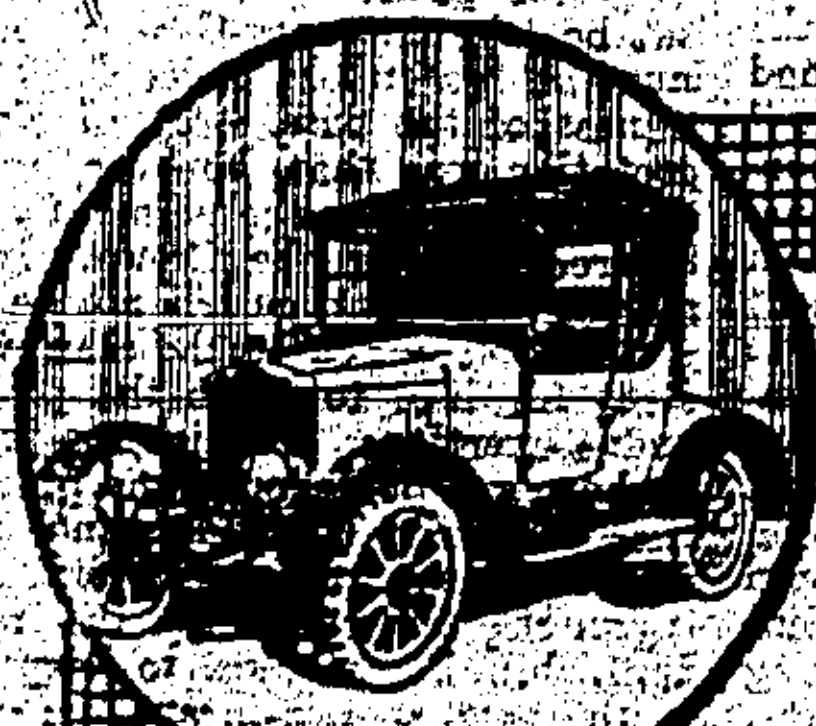
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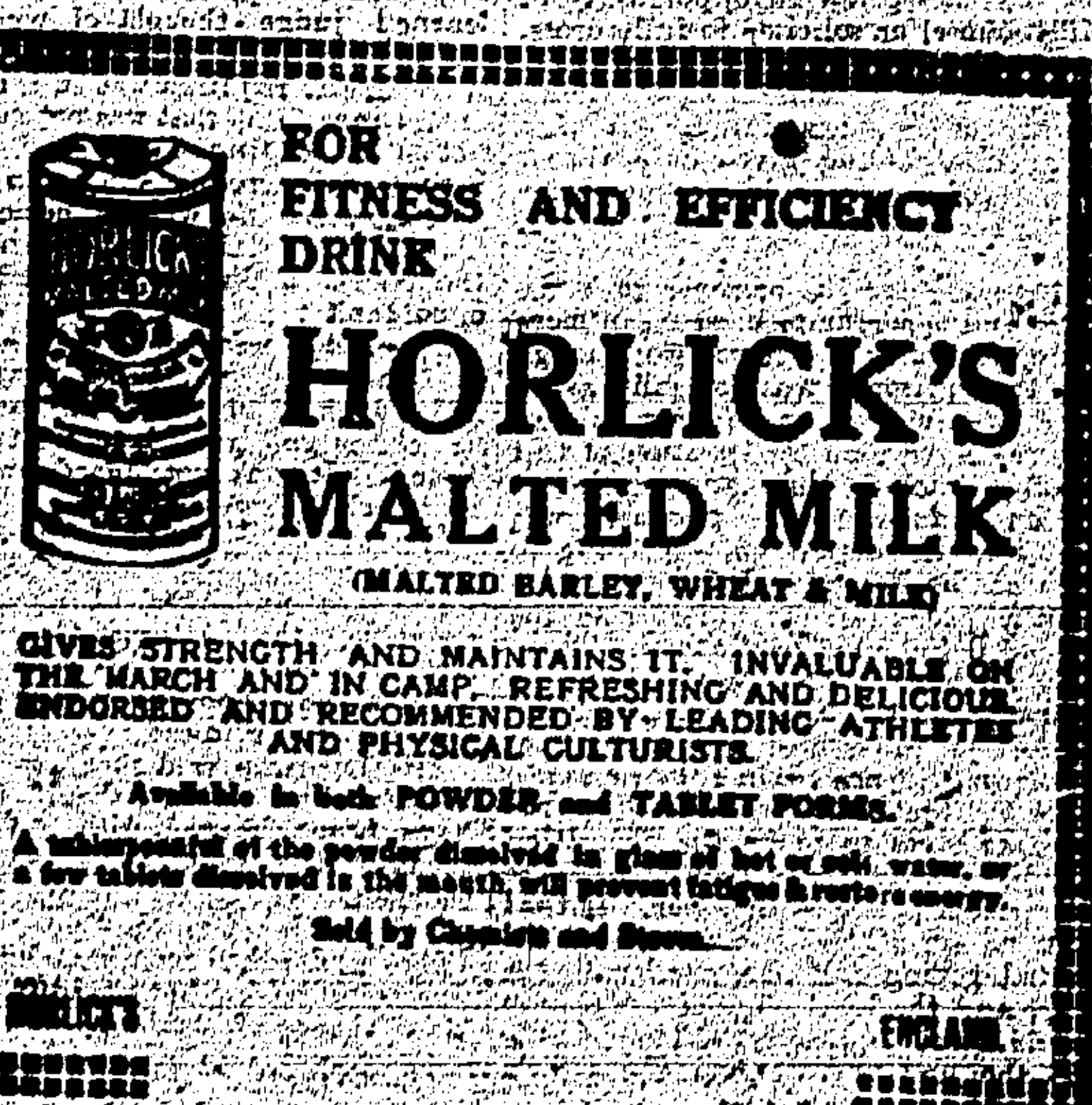


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REBUILDING THE BODY. ALLIED SURGEONS IN CONFERENCE.

The Times Medical Correspondent wrote from Paris, on July 19th—

There is a new surgery as well as a new medicine. Its aim is not so much to avert an emergency call as to build up the complete restoration of a body which has ceased to carry on its proper functions. During the war we learnt how much it can achieve for broken men, disfigured men, and limbless men. Now, in the days of peace, we shall assuredly learn what benefits it can bestow upon all humanity.

That at least was the impression afforded by the opening of the Fifth International Congress of Surgeons in Paris to-day. Those, indeed, who are inclined to take a pessimistic view of international relationships must have found much to reassure them in the atmosphere of this ceremony, in which one could imagine that the brotherhood of man was already an accomplished fact.

The delegates they represented all the Allied countries seemed to be inspired by a certain kind of enthusiasm: a curious blend of the ideal and the practical, which for some reason unexplained, characterizes most great warriors, no matter to what nation they belong. Looking at them, listening to them, and again inspecting the exhibition of surgical methods and instruments, so many of them, the direct outcome of the war, one felt that in the presence of individual catastrophes and suffering a single purpose had compelled the realization of a single object. This object is no longer to be gained by the simple means of older days. The array of instruments set out for inspection was proof enough of that. French instrument makers are famous for the excellence and subtlety of their craftsmanship, and this fact intensifies the first impression one had of vast and ever increasing complexity. Yet it is the same object as has inspired this craft from its earliest beginnings. The beautiful trophies for brain operations, the most delicate electrical motors, are after all but the natural evolution of the bore and burr of old times. Indeed, the impression of subtlety had its corrective in a demonstration of "make-shift" from the field of battle. Looking at these one saw that principles are ever of more account than the means of their expression, and can, in the last issue, be applied with but little apparatus. It is with these principles rather than with mere practice that the conference is chiefly concerned.

FOR THOSE WHO VISIT IRELAND.

An Irish Playwright writes in the Daily Express—

When the visitor to Ireland, dumps himself and his luggage on the Irish shore he should bear in mind the following points:

That if he has no knowledge of the country and no acquaintance with its people at first hand, he should carefully lock away anything he may have read or heard concerning the one or the other.

That if he takes everything or anything for granted he will feel as if he were moving amid topsy-turvydom. Let him always remember that surface events, with the unexpected coupled, are the index least reliable to the nature of the Irish people.

That the people are well disposed to visitors; all the more so if visitors are likely to spend money. But do not assume that the continuous rustle of Treasury notes will act as an open sesame in all conditions and circumstances.

That every logician lays down the impossibility of arguing from the particular to the general. Example: Do not conclude that because twenty murders may be committed in Ireland in one month, then the majority of Irishmen must be potential murderers.

That to express opinions on the Irish situation and to attempt to illustrate theoretically what might be done for its betterment will arouse suspicion.

COMPLEX CHARACTER.

That the conventional Irishman of most fiction and drama and the conception of a quite considerable number of politicians is unknown in Ireland. The visitor should never forget that the Irishman proper is not a mixture of traits and qualities, and affirmations and contradictions, all of which in the aggregate are complex. In detailed however, they may often be studied with success.

That the greatest enjoyment may be derived from a visit to Ireland by a placid outlook on men and events, with the firm determination to take the good with the bad, the simple with the puzzling, in short, to accept the blend presented for what it may be worth, and to feel with confidence that only a psychologist with the patience of Job and the serious application of an experienced philosopher would be able to produce an array of worth of the Irish people.

That, in short, if there are more things in heaven and earth than are dreamed of in our philosophy, a very large bunch of them have become sequenced and domiciled in Ireland.

That even the Irish people themselves may be excused if they at times prize the dross and make the worst use of the gold in their nature; and finally

That the excuse may be based on the ground that time and providence have wrapped them round about with the present and the past, and that the wrappings will still be there when some visitor from Mars in centuries to come poses himself in his air carriage to sketch the undulating natural beauties of the island.

"No," said the first man, "I must say, I don't understand. You tell me you know your clock-steps, the stamps?" "Yes, of course, I do." "And you do nothing to stop them?" "Not a thing!" "And that is part of your office policy?" "Certainly. It keeps their minds off asking for a rise in salary."

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Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS

with transhipment at CALCUTTA

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES

S.S. "UMONA" sailing from CALCUTTA on or about 20th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents.

110

CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C.

VIA SHANGHAI, NAGASAKI,

KOBE & YOKOHAMA.

S.S. "METHVEN"

WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT

THE 31st AUGUST.

Through Bills of Lading Issued to

Canadian and U.S. Overland points.

For space and further particulars, apply to—

P. A. COX,

Acting General Agent,

C.P.O.S. LTD.

[1381]

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "NINGCHOW" via Suez ... 28th Aug.

S.S. "BIRMINGHAM CITY" via Suez ... 10th Sept.

S.S. "CITY OF DUNKIRK" via Suez ... 20th Sept.

S.S. "AJAX" via Suez ... 1st Oct.

calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. REISS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" September 12th

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

112, Cross Street, Road Central.

BRITISH COMMERCE.

REASONS FOR OPTIMISM.

LONDON, July 10th.

The turn of the half year saw the usual abundance of funds in the money market. The supply, after repayments to the Bank of England and purchases of new Treasury Bills, remained sufficient to keep rates for short loans lower than at the end of June, though there was no perceptible improvement in the rates for longer dated advances. The market was less apprehensive for the future than it was a fortnight ago, when an 8 per cent bank rate was feared, owing to the fiduciary issue of currency notes approaching the maximum limit. An increase in the bank rate now is believed unlikely, excepting in the event of abnormal developments, the doubtful factor being the monetary situation in New York. The request is generally made that the Government should declare its intentions regarding the so-called "dear money" policy, in order to inspire the business community with greater confidence.

Foreign exchanges continue to be dominated by Spain, especially the French, Belgian, and Italian. The half-yearly dividends of the leading banks are equal to those of January, and it is especially understood that the gross earnings will probably establish new records, but the growing expenses, the depreciation of investments and the slackening of industrial demands are considered to render a cautious policy necessary.

ON THE STOCK EXCHANGE.

The Stock Exchange is more cheerful, active and steady. There has been no great recovery, with certain exceptions—mostly sound investment shares—but the market is unquestionably more confident. Dealers believe that a better basis has been reached regarding the foreign outlook, and the hope that concessions will yet be made in the excess profits duty is also a contributing factor. At the same time, the investor apparently considers that abnormal industrial profits have reached their limit, and there is consequently an awakening interest in gold-edged securities.

Shipping shares show an improved tone on the prospect of complete decontrol, but the drop in freight is a disturbing factor. Rubber shares are also higher on anticipated forthcoming excess of demand over supply.

CANCELLATION OF ORDERS.

Though the Board of Trade returns for June were less favourable than those for May, the half year's figures quoted show that progress has been made in restoring the trade balance, but the question is asked if this progress is rapid enough. The outstanding feature of industry—a continued slackening of new business—applies in varying degrees to Manchester, Bradford, Birmingham, Sheffield, Nottingham and Middlesbrough. Buyers are satisfying only their immediate requirements, believing that prices have not yet reached bottom. A more serious feature is the further cancellation of Chinese and Indian orders through the depreciation of silver currencies. This is affecting especially the Lancashire piece-goods trade. Extravagant purchasing in the mills boom period aggravates the situation in Lancashire, but the authorities there, as in other industries, assert that a slump in the ordinary sense is impossible, owing to the high costs of raw material and labour, and also to the practical absence of manufacturers' stocks. There has been no overproduction. It is held that the world's demands are far from being satisfied, and that industrial troubles, notably those among the wool operatives and the miners, are averted.

FREIGHTS.

Tramp steamer freights continue downward. An important factor is the United States embargo on coal exports, which affects immediately 500 vessels. Time charters declined about 15 per cent in three weeks. Almost the only bright spot in regard to freights is the inquiry for coal tonnage from Newcastle, N.S.W., at 145/ to the Mediterranean, and from 170/ to 175/ to Scandinavia.

Shipowners and shipbuilders are alarmed at the heavy increase in the cost of new tonnage, also the effect of the Geneva conference decisions. It is reported that many orders have been cancelled.

FALLING PRICES.

The newspaper Economist says that the wholesale prices for June show the largest fall for some years, especially in textiles, but cereals and meat have reached record high figures. A feature of the produce markets for a fortnight was a slackness in all fibres, except flax. The stagnation in flax is said in trade circles to be almost unprecedented. In the non-ferrous metal trade it is believed that prices are finding a sounder basis owing to the elimination of the speculative element and the transference of metals to stronger hands. At the same time, fluctuations have caused buyers to remain cautious. The Metal Bulletin considers that the worst stage of deflation has been passed, though the time is not ripe for a sustained upward move.

The daily supplies of English meat in the Smithfield market continue to be large, and prices are now a little above the control range. There has been a corresponding shrinkage in the consumption of imported meat.

HALF-YEARLY TRADE RETURNS.

The Board of Trade returns for June show that imports represented a value of £170,500,000, compared with £125,000,000 in June, 1919. Among raw materials the largest rise was in raw cotton and cotton waste, in which there was an advance of nearly £4,000,000. The value of exports amounted to £118,000,000, as against £84,500,000 for June, 1919. The main items included cotton yarns, £17,000,000. The imports for the first six months of 1920 are valued at £1,033,000,000, against £1,177,000,000 for the corresponding period of last year, and £854,500,000 in 1918. The value of exports for the half year is £637,000,000, as against £335,000,000 for the corresponding period of last year, and £267,000,000 in 1918.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS LTD.

NOTICE TO CONSIGNEES

From UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, wharves, and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug. 30th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns when they will be examined by Messrs. Goddard & Douglas, on Aug. 30th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, August 22nd, 1920. [1364]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA-MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after August 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Aug. 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 11th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, August 22nd, 1920. [1363]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA-MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"MENTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Aug. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Aug. 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 11th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, August 22nd, 1920. [1363]

NOTICE TO CONSIGNEES

S.S. "WEST HIKU" VOY. 2-OUT.

From LOS ANGELES, via HONOLULU

JAPAN PORTS AND SHANGHAI.

THE above-mentioned vessel having

arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 29th.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after Aug. 28th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter signature immediately on arrival.

LOS ANGELES PACIFIC NAVIGATION COMPANY, Agents.

As Operators, U.S. Shipping Board.

Hongkong, August 22nd, 1920. [1370]

PALACE HOTEL, KOWLOON

Corner of Haiphong & Bauhin Roads.

TEL. 1111.

TWO Minutes from Ferry and Railway Station.

This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BATH AND BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangements for Families on Application to—

J. E. OXBERRY, Proprietor.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITEE

SAILINGS SUBJECT TO ALTERATION

YUENSAI, Fri. 27th Aug. 3 p.m.
"CHONGSHING" Sat. 28th Aug. 11 p.m.
"HOFSANG" Sun. 29th Aug. 11 p.m.
"FOOSANG" Tues. 31st Aug. 11 p.m.
"LOKSANG" Wed. 1st Sept. 8 a.m.
"FOOSANG" Thurs. 2nd Sept. 5 p.m.
"NAMSANG" Fri. 3rd Sept. 5 p.m.

CALCUTTA LINE

This Line affords regular service to Calcutta, Rangoon, and Singapore, returning for a Calcutta steamer proceeds via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully equipped Surgeon.

Sailings approximately every five days between Calcutta and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

A ready service maintained with Manila by means of a passenger accommodation within 10 days of departure.

Sailings approximately weekly from Hongkong and Swatow, calling at Swatow when indicated on board.

One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Rangoon, Swatow, Labuan, Tawau and Labuan.

A regular service is run from Hongkong to Swatow and Chaochow.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 111.

CALCUTTA LINE

S.S. "NAMSANG"

will be despatched on or about Sept. 3rd, at 3 p.m. for

SINGAPORE, PENANG, and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at

Singapore) to RANGOON, PORT SWETTENHAM, MADRAS

and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 111.

GLEN AND SHIRE

Joint Service of Steamers

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel Leaves Hongkong Discharge

"GLENNAVY" 22nd Aug.

"PEMBROKSHIRE" 12th Sept.

HOMEWARDS.

Vessel Leaves Hongkong Discharge

M/V. "GLENAMORY" about 27th Aug. LONDON & ROTTERDAM

S/S. "GLENANTIA" 8th Sept. LONDON & ANTWERP

M/V. "GLENABRIFF" 24th Sept. GENOA, LONDON & ANTWERP

"CARNARVONSHIRE" 5th Oct. GENOA & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 11 and 12.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. T. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. M. MARUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,100 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kōbe.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH" ... 10th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRERA, HELAGRA, RAY, DURBAN (Karoo), EAST LONDON, PORT EDWARDS and CAPE TOWN subject to with transshipment at CALCUTTA and/or CEYLON.

For particulars apply to—
THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "KANSAI" ... 10th Sept.
LONDON ... "SWAZI" ... 30th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to ERSS & CO., CHARTER.

THE BANK LINE, LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SAIGON	"SINGAN"	On 25th Aug. 3 P.M.
AMOI, SHANGHAI & FUKOW	"SUNNING"	On 25th Aug. 5 P.M.
SHANGHAI	"SUNYANG"	On 25th Aug. 8 P.M.
SHANGHAI, CANTON & HONGKONG	"SUNYANG"	On 25th Aug. 4 P.M.
SHANGHAI & HONGKONG	"TEAN"	On 25th Aug. 4 P.M.
AMOI & SHANGHAI	"CHEKIANG"	On 25th Aug. 10 A.M.
SWATOW & BANGKOK	"LUCROW"	On 25th Aug. Noon.
SWATOW, CHONG & TIENTSIN	"KUMICROW"	On 1st Sept. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Pacific and Northern China ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger, Electric Light and Fans in saloons and State-rooms and excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHEW

AND RETURN.

(Comprising 3 to 10 Days).

"HANCHING" ... Capt. A. R. Stewart ... 25th Aug. at 3 P.M.
"HAILONG" ... Capt. J. B. Francis ... 25th Aug. at 3 P.M.
"HAILONG" ... Capt. W. G. Francis ... 25th Aug. at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Bank of China).

For Freight and Passage apply to—

DOUGLAS LAFRAIT & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Don Irvine ... 25th Aug.
S.S. VINTA ... 25th Aug.
S.S. WEST HILTON ... 25th Aug.

Through Bills of Lading to all U.S. and Canadian Overseas Ports no Transshipment en route. Shipside connections with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai.
Hankow, Singapore.
CHAS. R. RICHARDSON
General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES—Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, IND. SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"PLASSY"	7,400	25th Aug. Noon.	Marseilles, London & Antwerp
"KATY" (Cargo)	6,000	17th Sept.	Marseilles, London & Antwerp
"KATY" (Cargo)	7,400	11th Sept.	Marseilles, London & Antwerp
"KASHGAR"	6,900	8th Oct.	Marseilles, London & Antwerp
"ALIPORE"	6,900	25th Oct.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" ... 6,100 ... 25th Sept. ... Suez, Port Said & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KANOWHA"	7,000	25th Sept.	Bandar, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

SS	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,600	1st Sept.	Shanghai & Japan
"KANOWHA"	7,000	7th Sept.	Kobe direct.
"NANKIN"	6,900	8th Sept.	Shanghai & Japan.
"ABRATONAPCAR"	4,900	11th Sept.	Shanghai & Japan.
"KASHGAR"	6,900	25th Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Hongkong and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket (Singapore to Calcutta).
Goods (except perishables) may be carried free of charge.
Passengers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 1/2 ft. x 1 ft. will be received at the Company's Office up to 10 days on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Surveyors' arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
25 Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.
"ATLAS MARU" ... 25th Sept.
"ATLAS MARU" ... 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" ... 25th Sept.
"CANADA MARU" ... 25th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" ... 25th Sept.
"SIAM MARU" ... 25th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"SHIRAN MARU" ... 25th Sept.
"KUNAJIRI MARU" ... 25th Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service leaving at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARABIA MARU" ... 25th Sept.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU" ... 25th Sept.
"BORNEO MARU" ... 25th Sept.

NEW ORLEANS LINE.

"BORNEO MARU" ... 25th Sept.
"BORNEO MARU" ... 25th Sept.

JAPAN PORTS—Kobe, Yokohama & Yokohama.

"MADRAS MARU" ... 25th Sept.
"MADRAS MARU" ... 25th Sept.

KEELUNG via SWATOW & AMOI—Three monthly.

"BOGHU MARU" ... 25th Sept.
"BOGHU MARU" ... 25th Sept.

TAKAO via SWATOW & AMOI.
For sailing dates and further particulars please apply to—
Y. ZASUDA
Manager
No. 1, Queen's Building.
Tel. No. 744 & 745.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINTO MARU	22,000	... Sept. 6th.
PERIA MARU	9,000	... Sept. 17th.
KORRA MARU	20,000	... Sept. 30th.
SIBERIA MARU	21,000	... Oct. 10th.
TENYO MARU	22,000	... Oct. 25th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN, ORE, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,500	... Sept. 9th.
SEITO MARU	14,000	... Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

(35)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"ARMAND BEHIO" 10,000	On or about 4th Sept.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, BOMBAY, SUEZ, PORT SAID	"ANDRE LEBON" 22,000	On or about 13th Sept.
	"PAUL LECAT" 20,000	On or about 19th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
For full particulars regarding sailings, etc., apply to—

H. RODENFUSER,

Acting Agent.

Queen's Building.

Telephone 740.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE.

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

For PORTLAND direct.
(Calling at Shanghai and Kobe).

For SAN FRANCISCO and SEATTLE

Through bills of lading issued to Overland Common points.
For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fish Floor, Horne's Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"EQUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KORE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.
S.S. "WEST INSIP" ... Last half of August for San Francisco via Shanghai and Japan.

HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all ports of the United States and Canada, also through Bills of Lading to Baltimore, B. & O. Central and South American ports.
For further information apply to—
PACIFIC MAIL S.S. CO.
Hotel Manager.
Cable Address "SCALFO."

Telephone 141.
Cable Address "SCALFO."

